



SAFETY DECISION 2020-10

Issue 01

Date of Issue: April 13, 2020

SUBJECT:

FLEXIBILITY PROVISIONS DUE TO NOVEL CORONAVIRUS FOR CNS ORGANISATIONS

REFERENCE PUBLICATIONS:

SAFETY DECISION 2020-01

APPLICABILITY:

This Safety Decision shall be applicable up to 31 July 2020, unless otherwise specified.

Any extension issued prior to this SAFETY DECISION shall be revoked and a new extension shall be issued as per this SD (the validity period of the new extension shall be counted from the nominal due date).

INTRODUCTION:

The COVID-19 pandemic is having a significant impact on the aviation industry around the world. The measures taken by Governments and aviation-related businesses are critical steps to ensure effective management of this international health emergency. The GCAA considers that in its role as a regulator, it must ensure not only the highest levels of safety but also the regularity and efficiency of the aviation system in the UAE.

To support all Air Navigation Service Providers (ANSP) with their objectives to deliver safe air navigation services, the GCAA will be receptive to any request for that will allow their business continuity provided that it can be demonstrated that safety is not adversely affected.

This Safety Decision is issued to:

- a) ensure that navigational aids flight inspections may be extended (Requirement No.1);
- b) ensure the CNS Organisations start to plan their schedule of flight inspections with their suppliers (Requirement No.2);

DISCLAIMER:

- a) If any other flexibility provision is sought, organisations/individuals shall communicate the same to their principal inspector for future consideration.
- b) This SAFETY DECISION has been approved electronically by HE the Director General of the GCAA – hence it does not bear any stamp or signature. To verify its authenticity, anyone can check on GCAA website: [https://www.gcaa.gov.ae/en/ePublication/Pages/OperationalDirectives.aspx?CertID=\(DIR\)](https://www.gcaa.gov.ae/en/ePublication/Pages/OperationalDirectives.aspx?CertID=(DIR))

REQUIREMENTS:

REQUIREMENT NO. 1:

- a) Organisations certified in accordance with Subpart 5 of CAR VIII unable to conduct any flight inspection of their facilities and equipment (as required by 5.17(p)) within the interval required by CAAP 53 series may extend the due date of the flight inspection as per ATTACHMENT 1 provided that:



- i) The due date of the nominal flight inspection is between 1st March 2020 and 31st May 2020 (both dates included);
 - ii) The extension is based on reliable data and only after a satisfactory risk assessment is made by the CNS Organisation, in collaboration with the appropriate ATS Unit. The risk assessment shall consider the operational and physical environment;
 - iii) There is an initial demonstration of stability over four consecutive periodic flight inspections with no NavAids systems major transmitter adjustments and for Localizer and Glide Path concerning:
 - 1) Centerline (CL).
 - 2) Displacement Sensitivity (DS).
 - 3) Clearance (CLR).
 - iv) There is evidence of a proper correlation between the concurrent ground performance test and airborne Flight Inspection test results;
 - v) There is evidence of independent monitor inspection results as recommended by the manufacturer;
 - vi) There is evidence of equipment monitor readings taken at least at 15 days' intervals;
 - vii) There is evidence of weekly monitoring of ILS performance with targets of opportunity;
 - viii) There is an evidence of the manufacturer's recommended daily, weekly and monthly maintenance; and
 - ix) There is evidence that the facility is adequately safeguarded against changes in the operational environment, e.g. building development.
- b) Organisations certified in accordance with Subpart 5 of CAR VIII shall, during the validity period of the issued extension, ensure:
- i) continued compliance with conditions a)iv) to a)ix);
 - ii) daily pilot feedback for the signal accuracy is logged from ATC; and
 - iii) extension remains acceptable to the appropriate ATS Unit.
- c) In case of any ILS failure reported through the ground monitoring or pilot reports which require flight inspection as specified in CAR PART VIII Subpart 5 CAR 5.17(p), it is permissible to carry on with Localiser and L-DME operations if field plots are carried out and proofed to be stable and within the specification, however, the Glide Path shall be withdrawn. Any downgraded performance shall be notified through NOTAM accordingly. Any non-compliance will void the issued extension and inspection interval shall apply immediately as per CAAP 53.
- d) For full DVOR or E-DME system failure reported through the ground monitoring or pilot reports, the service shall be withdrawn and NOTAM issued accordingly.

REQUIREMENT NO. 2:

The CNS Organisation shall coordinate with their supplier to ensure that flight inspections can be conducted at the earliest.

CONTACT:

Further instructions or guidance may be obtained through: ana@gcaa.gov.ae



ATTACHMENT 1:

NavAids systems	Flight Inspection Interval from last inspection date (Days)	Due Date window (Days)
ILS & LDME	270	+/- 20 Further grace period extension is subjected to GCAA approval.
DVOR	450	+/- 20 Further grace period extension is subjected to GCAA approval.
E-DME	450	+/- 20 Further grace period extension is subjected to GCAA approval.